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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

**EFF DATE** 

No revision activity since Disc 23-2009

### **TERMINAL CHART NOTAMS**

#### **Chart NOTAMs for Airport UIBB**

Type: Terminal Effectivity: Temporary Begin Date: Immediately End Date: Until Further Notice

Until 30 APR 10 twy B clsd.

**Airport Information** 

# UIBB (Bratsk)

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#### **General Info**

Bratsk, RUS

N 56° 22.2' E101° 41.9' Mag Var: 0.0°W

Elevation: 1610'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+8:00 uses DST

## **Runway Info**

Runway 12-30 10367' x 197' concrete

Runway 12 (116.0°M) TDZE 1606'

Lights: Edge, ALS

Stopway Distance 246'

Runway 30 (296.0°M) TDZE 1602'

Lights: Edge, ALS

Stopway Distance 246'

#### **Communications Info**

Bratsk Tower 118.1 Bratsk Ground Control 121.8 Bratsk Approach Control 118.1 Bratsk Krug Radar 118.1

## **Notebook Info**

BRATSK, RUSSIA MJEPPESEN UIBB/BTK 10-2 Eff 17 Jan STAR BRATSK Apt Elev Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 4240' (2634') 1610' 4000' 3600' RWY 12 ARRIVAL PROCEDURES FROM NORTH BEPLA A MSA ARP N57 58.7 E101 22.2 **GOMAK** N57 21.0 E101 30.4 NOT TO SCALE **OMITA** N57 40.8 E098 57.6 **D26.9 BRT** N56 49.0 E101 36.9 VIKHOREVKA N56 47.1 E101 23.9 At or below ARTUL ▲ N57 01.4 E100 21.0 FL79 At or below FL79 CORRIDOR 10 **D26.4 BRT** N56 39.9 E101 05.6 At or below FL79 **D11 BRT** N56 28.4 E101 24.8 (BRT R-305) At 3580' (1974') N56 27.7 E101 24.5 (BRT R-301) -BRATSK-374 GG N56 23.5 E101 36.8 **D9.9 BRT** N56 26.7 E101 25.2 (BRT R-297) Intercept final at 3580'(1974') FL CONVERSION FL79 FL2400m BRATSK— 113.6 BRT ALT/HEIGHT CONVERSION (QFE) N56 22.3 E101 41.2 4240' (2634' - 800m) 3580' (1974' - 600m)

CHANGES: KUMAR & OGAMA replaced by BEPLA & ARTUL.

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BRATSK, RUSSIA **MALEPPESEN** UIBB/BTK (10-2A) Eff 17 Jan 4 JAN 08 STAR BRATSK Apt Elev Alt Set: MM (hPa on request) QNH on request 1610' Trans level: By ATC Trans alt: 4240' (2638') **RWY 30 ARRIVAL PROCEDURES** FROM NORTH A NS (360° — ALT/HEIGHT CONVERSION QNH (QFE) 4240' (2638' - 800m) FL128 FL3900m FL98 FL3000m Intercept final at 4240'(2638') At or below FL98 **BEPLA** N57 58.7 E101 22.2 **D5.4 BRT** N56 24.9 E101 49.7 (BRT R-062) At 4240'(**2638**') UI(P)- $\begin{array}{c|c}
38 & 32 \\
\hline
174^{\circ} \rightarrow \text{CORRIDOR 11}
\end{array}$ D26.6 340° BRATSK 113.6 BRT N56 22.3 E101 41. *UST VIKHOREVKA*47.1 E101 23.9
At or below
FL98 **D26.4 BRT** 39.9 E101 05.6

BRATSK, RUSSIA **MJEPPESEN** UIBB/BTK BRATSK (10-2B) Eff 31 Aug STAR 18 AUG 06 Apt Elev Alt Set: MM (hPa on request) QNH on request 1610' Trans level: By ATC Trans alt: 4240' (2634') **RWY 12 PODAS** N56 17.2 E105 09.8 ARRIVAL PROCEDURES FROM EAST **LADOG** N57 42.3 E103 48.2 32 +272° A CORRIDOR 4 NALLI NS6 22.0 E103 28.8 **UDEGA** N56 45.7 E103 20.3 **D27.6 BRT**N56 22.1 E102 3
At or below FL98 At or below FL98 **RIMUL** N57 07.5 E102 51.5 4 **D27.4 BRT** 42.9 E102 13.8 At or below FL98 N56 D5.2 BRT N56 27.5 E101 39.9 At 4240' (2634') At 4240' (2634') **D11 BRT** N56 30.5 E101 28.2 (BRT R-320) NOT TO SCALE 374 GG N56 23.5 E101 3 **D11.2 BRT** N56 30.6 E101 27.6 (BRT R-319) (145° brg to GG) ALT/HEIGHT CONVERSION QNH (*QFE*) 4240' (**2634' - 800m**) 3580' (1974' - **600m**) (2634' - 800m) (1974' - 600m) FL CONVERSION FL98 FL3000m Intercept final at 3580'(1974') D11.4 BRT N56 30.5 E101 26.9 (BRT R-317) At 4240'(2634') **D11 BRT** N56 28.4 E101 24.8 (BRT R-305) At 3580' (1974') 3600,

CHANGES: None.

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CHANGES: Crossing at FAP

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BRATSK, RUSSIA MJEPPESEN UIBB/BTK BRATSK (10-2C) Eff 31 Aug STAR 18 AUG 06 Apt Elev Alt Set: MM (hPa on request) QNH on request 1610' Trans level: By ATC Trans alt: 4240' (2638') **RWY 30 ARRIVAL PROCEDURES** FROM EAST **D27.6 BRT**N56 22.1 E102 30.9
At or below FL79 32 ←27 CORRIDOR 4 **D27.4 BRT** N56 32.9 E102 At or below FL79 I**D12.1 BRT** N56 18.7 E102 02.1 (BRT R-108) At or below FL79 **D27.4 BR7** N56 42.9 E102 13.8 . BRT 3.2 E102 01.3 D12.6 BRT N56 20.5 E102 03.6 (BRT R-099) **D11.3 BRT** 17.8 E101 59.9 (BRT R-114) Intercept final at 4240'*(2638')* ALT/HEIGHT CONVERSION QNH (*QFE)* FL CONVERSION FL128 FL3900m FL79 FL2400m UI(P)-AREA

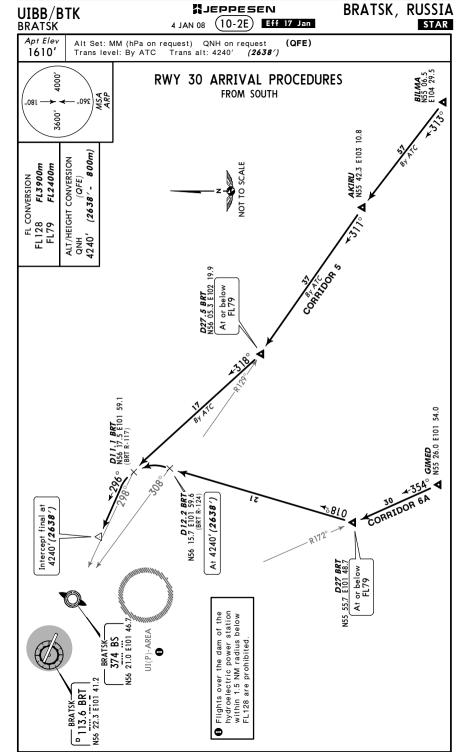
BRATSK, RUSSIA MJEPPESEN. UIBB/BTK BRATSK (10-2D) Eff 17 Jan STAR 4 JAN 08 Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 1610 Trans level: By ATC Trans alt: 4240' (2634') **RWY 12 ARRIVAL PROCEDURES BILMA** N55 06.5 E104 29.5 FROM SOUTH 3600 **D27.5 BRT** N56 05.3 E102 At or below FL98 BRATSK BRT 113.6 BRT N56 22.3 E101 41.2 CORRIDOR 6A **D27 BRT** N55 55.7 E101 4 At or below FL98 **←**354° **GIMED** 26.0 E101 54.0 D6.5 BRT N56 18.0 E101 32.3 At 4240' (2634') Intercept final at 3580' (1974') o Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited. 078076 **D11 BRT** N56 25.4 E101 22.3 (BRT R-288) **D11.5 BRT** N56 21.1 E101 20.6 (BRT R-265) At 4240' (2634') ALT/HEIGHT CONVERSION QNH (QFE) FL 128 FL3900m FL98 FL3000m **D11.8 BRT** N56 21.4 E101 20.0 (BRT R-267) At 4240' (2634')

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BRATSK, RUSSIA **XJEPPESEN** UIBB/BTK BRATSK (10-2F) Eff 31 Aug STAR 18 AUG 06 Apt Elev Alt Set: MM (hPa on request) QNH on request 1610' Trans alt: 4240' Trans level: By ATC **RWY 12 ARRIVAL PROCEDURES** FROM WEST ARA 360° Intercept final at 3580' (1974') NOT TO At 4240' (2634') **D10.6 BRT** N56 26.1 E101 23.3 (BRT R-292) **D11 BRT** N56 25.4 E101 22.3 (BRT R-288) D26.7 BRT N56 03.1 E101 08.2 At or below FL79 **LASLA** N55 40.0 E100 28.0 **D26.6 BRT** N56 16.2 E100 54.7 At or above FL69 ALT/HEIGHT CONVERSION QNH (QFE) 4240' (2634' - 800m) 3580' (1974' - 600m) FL2400m FL2100m FL CONVERSION FL79 FL2400n FL69 FL2100n

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CHANGES: None.

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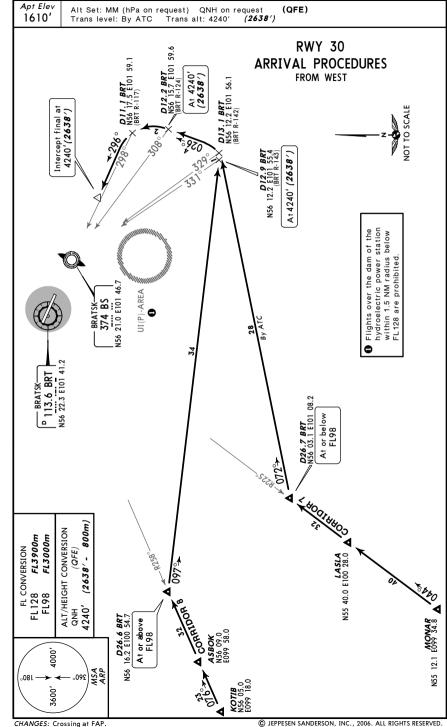
UIBB/BTK
BRATSK

BRATSK

BRATSK

BRATSK, RUSSIA

STAR



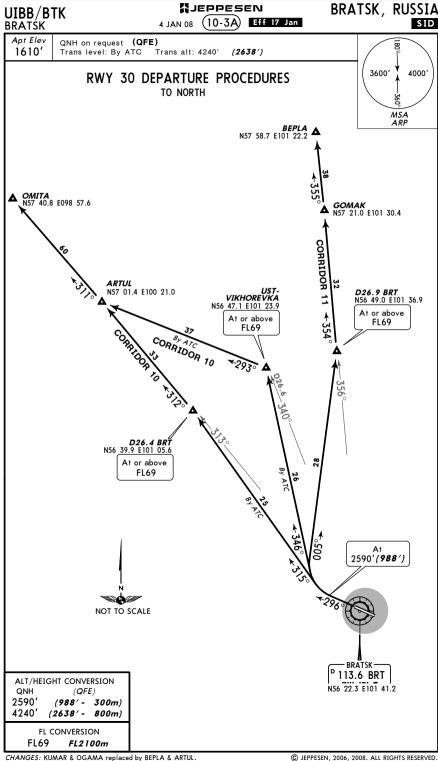
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BRATSK, RUSSIA MJEPPESEN **UIBB/BTK** 4 JAN 08 (10-3) Eff 17 Jan BRATSK Apt Elev QNH on request (QFE) 1610' Trans level: By ATC Trans alt: 4240' (2634') 3600' 4000' **RWY 12 DEPARTURE PROCEDURES** TO NORTH MSA ARP BEPLA N57 58.7 E101 22.2 N57 21.0 E101 30.4 OMITA № N57 40.8 E098 57.6 **ARTUL** N57 01.4 E100 21.0 **UST-VIKHOREVKA** N56 47.1 E101 23.9 **D26.9 BRT** N56 49.0 E101 36.9 At or above At or above FL69 CORRIDOR 10 FL69 **D26.4 BRT** N56 39.9 E101 05.6 At or above FL69 NOT TO SCALE 113.6 BRT N56 22.3 E101 41.2 UI(P)-AREA 2600' (**994**') 0 but not before BRT 4 DME ALT/HEIGHT CONVERSION (QFE) 2600' (994' - 300m) 4240' (2634' - 800m) 1 Flights over the dam of the hydroelectric power station FL CONVERSION within 1.5 NM radius below FL69 FL2100m FL128 are prohibited FL128 FL3900m

CHANGES: KUMAR & OGAMA replaced by BEPLA & ARTUL.

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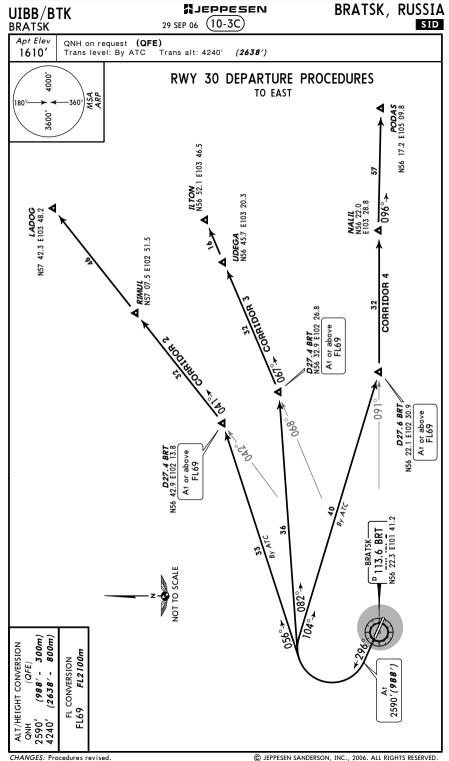
MJEPPESEN



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BRATSK, RUSSIA #JEPPESEN UIBB/BTK BRATSK (10-3B)29 SEP 06 SID Apt Elev QNH on request (QFE)
Trans level: By ATC T 1610 Trans alt: 4240' (2634') **RWY 12 DEPARTURE PROCEDURES** TO EAST 3600 **NALII.** N56 22.0 E103 28.8 **UDEGA** N56 45.7 E103 20.3 °960 **RIMUL** N57 07.5 E102 51.5 32 CORRIDOR **D27.6 BRT**N56 22.1 E102 30.9
At or above FL69 **D27.4 BRT**N56 32.9 E102 2
At or above
FL69 **D27.4 BRT** 42.9 E102 13.8 At or above FL69 UI(P)-AREA ALT/HEIGHT CONVERSION QNH (*QFE*) 2600' (**994' - 300m**) 4240' (**2634' - 800m**) L CONVERSION 9 **FL2100m** 8 **FL3900m** FL69 FL128

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BRATSK, RUSSIA MJEPPESEN **UIBB/BTK** 4 JAN 08 (10-3D) Eff 17 Jan SID BRATŚK Apt Elev QNH on request (QFE) 1610' Trans level: By ATC Trans alt: 4240' (2634') 3600' 4000' **RWY 12 DEPARTURE PROCEDURES** TO SOUTH MSA – BRATSK – 113.6 BRT N56 22.3 E101 41.2 1 Flights over the dam of the hydroelectric power station 2600' (994') within 1.5 NM radius below but not before FL128 are prohibited. BRT 4 DME UI(P)-AREA **D27.5 BRT** N56 05.3 E102 19.9 At or above FL69 **D27.4 BRT** N55 57.3 E102 01.0 AKIRU N55 42.3 At or above FL69 N55 27.6 E102 23.3 ALT/HEIGHT CONVERSION (QFE) 2600' (994' - 300m) (2634' - 800m) 4240' FL CONVERSION NOT TO SCALE FL69 FL2100m FL128 FL3900m

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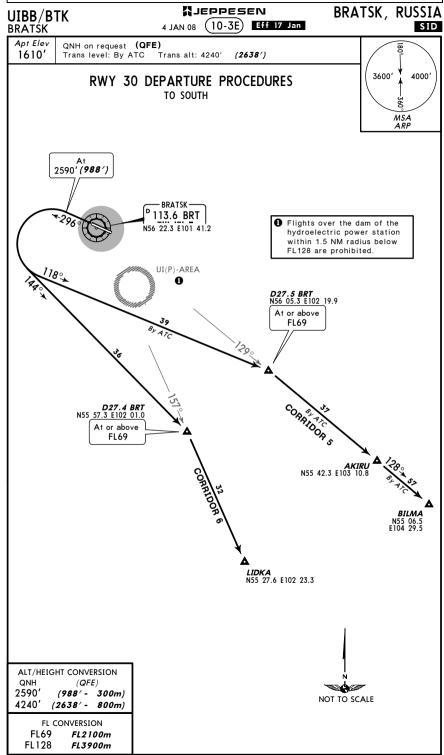
CHANGES: AVIBI replaced by BILMA.

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BRATSK, RUSSIA **MALEPPESEN** UIBB/BTK BRATSK (10-3F) 29 SEP 06 SID Apt Elev QNH on request (QFE)
Trans level: By ATC Trans alt: 4240' (2634') 1610 **RWY 12 DEPARTURE PROCEDURES** TO WEST 4 DME NOT TO SCALE D26.7 BRT N56 03.1 E101 08.2 At or above FL69 *LASLA* N55 40.0 E100 28.0 D26.6 BRT N56 16.2 E100 54.7 At or above FL69 HEIGHT CONVERSION

CHANGES: Procedures revised.

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BRATSK, RUSSIA UIBB/BTK BRATSK 29 SEP 06 (10-3G) Apt Elev QNH on request (QFE)
Trans level: By ATC Trans alt: 4240' (2638') 1610' RWY 30 DEPARTURE PROCEDURES TO WEST **D26.7 BRT** 03.1 E101 08.2 At or above FL69 NS6 16.2 E100 54.7 At or above FL69 **LASLA** N55 40.0 E100 28.0 **ASBOK** N56 09.0 E099 58.0 ALT/HEIGHT CONVERSION QNH (*QFE*) 2590' (**988' - 300m**) 4240' (**2638' - 800m**) (988' - 300m) (2638' - 800m)

**MJEPPESEN** 

**JEPPESEN** JeppView 3.6.3.1

UIBB/BTK

JEPPESEN

BRATSK, RUSSIA

Apt Elev 1610' N56 22.2 E101 41.9 27 MAR 09 (10-9) Eff 9 Apr **BRATSK** BRATSK Taxiing (GND) Start (TWR) 118.1 121.8 Birds. Stands 13 - 18 available for helicopters. Lctr PARKING POSITIONS COORDINATES STAND 7 N56 22.0 E101 42.0 246' 75m 8 thru 10 N56 22.0 E101 41.9 Stopway 246' 75m LEGEND Taxiway Parking stand 30 1706'  ${\textstyle\bigwedge^{\!1703'}}$ 1000 2000 3000 4000 5000 1000 ADDITIONAL RUNWAY INFORMATION
USABLE LENGTHS
LANDING BEYOND Glide Slope RWY Threshold TAKE-OFF WIDTH 12 HIRL (60m) ALS RVR 10,039' **1** 197' RVR 30 HIRL (60m) HIALS PAPI-L 9693' 2954m 1 First 328'/100m unusable for take-off.

TAKE-OFF			
	AIR CARRIER		
	All Rwys		
	LVP must be in force		
	RCLM (DAY only)	RCLM (DAY only)	
	or RL	or RL	
Α			
В	250m	400m	
С		400111	
D	300m		

CHANGES: Apron layout. Parking stands.

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UIBB/BTK

JEPPESEN (10-9S) 3 JUL 09

Standard BRATSK, RUSSIA **BRATSK** 

STRAIGHT-IN RWY		Α	В	С	D
12	VOR <b>①</b>	<b>1950</b> ′(344′)	1950'(344')	1950′(344′)	1950′(344′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR	1950′(344′)	1950'(344')	1950'(344')	1950'(344')
		R1600m	R1600m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m
	2 NDB ①	1950'(344')	1950'(344')	1950′(344′)	1950′(344′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB	<b>2250</b> ′(644′)	2250′(644′)	<b>2250</b> ′(644′)	2250′(644′)
		C3000m	C3000m	C3200m	C3200m
	ALS out	C3200m	C3200m	C3400m	C3400m
30	ILS	1802′(200')	1802′(200')	1802′(200')	1802′(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR <b>①</b>	<b>1940</b> ′(338 <b>′</b> )	1940′(338′)	1940′(338′)	1940′(338′)
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	VOR	1940′(338′)	1940′(338′)	1940′(338′)	1940′(338′)
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1900m	R1900m
	NDB ①	<b>1940</b> ′(338 <b>′</b> )	1940′(338′)	1940′(338′)	1940′(338′)
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
• Cont	inuous Descent Fina	Annroach			

Ocontinuous Descent Final Approach.

TAKE-OFF RWY 12, 30		
LVP must be in Force		1
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C	400m	500m
D 300m		

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UIBB/BTK

3 MAY 02 10-9X

BRATSK, RUSSIA

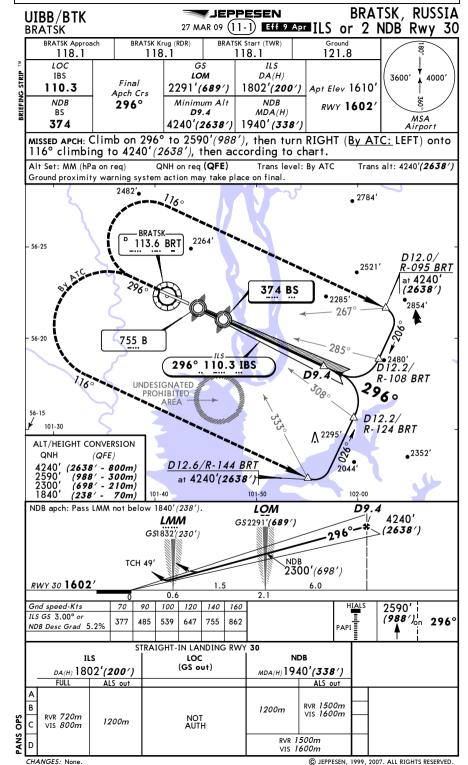
				1	BKAISK
STRAIG	HT-IN RWY	Α	В	С	D
12	VOR DME	<b>1950</b> ′(344′)	<b>1950</b> ′(344′)	1950′(344′)	1950′(344′)
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	1950′(344′)	1950′(344′)	1950′(344′)	1950′(344′)
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	<b>2250</b> ′(644′)	<b>2250</b> ′(644′)	<b>2250</b> ′(644′)	2250′(644′)
	(BACK CRS)	R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	1802′(200')	1802′(200')	1802′(200′)	1802′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
•	LOC		N	OT	
		AUTHORIZED			
	VOR DME	<b>1940</b> ′(338′)	<b>1940</b> ′(338 <b>′</b> )	1940′(338′)	1940′(338′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
•	NDB	<b>1940</b> ′(338 <b>′</b> )	<b>1940</b> ′(338 <b>′</b> )	1940′(338′)	1940′(338′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 12, 30			
LVP must be in Force		1	
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A B C 250m	400m	500m	
D 300m	1		

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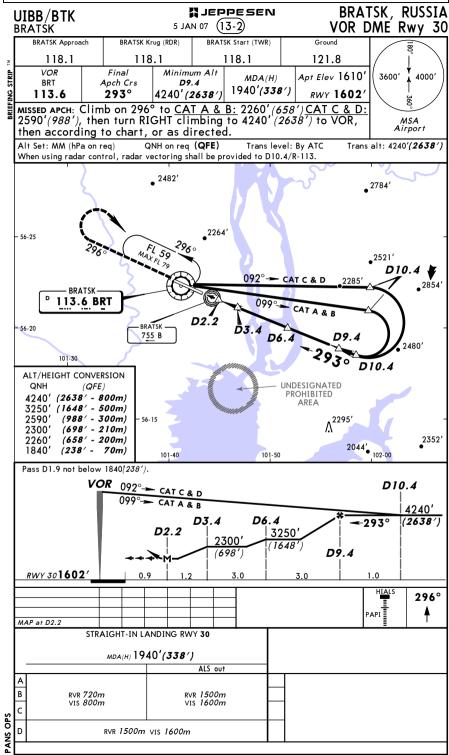
BRATSK, RUSSIA MJEPPESEN **UIBB/BTK** 5 JAN 07 (13-1) VOR DME Rwy 12 BRATŚK BRATSK Approach BRATSK Krug (RDR) BRATSK Start (TWR) Ground 118.1 118.1 118.1 121.8 VOR Final Minimum Alt Apt Elev 1610' 3600' MDA(H) 4000' BRT Apch Crs D7.2 1950'(344') 120° 3580′*(1974′)* 113.6 RWY 1606 MISSED APCH: Climb on 116° to CAT A & B: 2270' (664') CAT C & D: 2590'(984'), then turn LEFT climbing to 4240' (2634') to VOR, MSA Airport then according to chart, or as directed. Alt Set: MM (hPa on rea) QNH on reg (QFE) Trans level: By ATC Trans alt: 4240'(2634') When using radar control, radar vectoring shall be provided to D8.3/R-300. D8.3 - 56-30 2482 2264 2285 101-20 \*755 G ALT/HEIGHT CONVERSION 4240' (2634' - 800m) 3580' (1974' - 600m) 113.6 BRT 2860' (1254' - 380m) UNDESIGNATED (984' - 300m) PROHIBITED 2590' (694' - 210m) 2300' 2270' (664' - 200m) 101-40 (164' - 50m)1770' Pass D0.9 not below 1770'(164') CAT C & D - 326° VOR D8.3 CAT A & B - 317 4240 (2634' D4.6 3580' D2.7 (1974' 2860 D1.5 2300' D7.2 (694 RWY 12 1606 116° MAP at D1.5 STRAIGHT-IN LANDING RWY 12 MDA(H) 1950'(344') ALS out 1900m RVR 1800m VIS 2000m

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**JEPPESEN** Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 BRATSK, RUSSIA MJEPPESEN. **UIBB/BTK** 5 JAN 07 (16-1) 2 NDB Rwy 12 BRATŚK BRATSK Approach BRATSK Krug (RDR) BRATSK Start (TWR) Ground 118.1 118.1 118.1 121.8 Minimum Alt NDB Final Apt Elev 1610' 3600' 4000 MDA(H) GG Apch Crs LOM 1950' (**344**') \*374 116° 2300′ (694′) RWY 1606 MISSED APCH: Climb on 116° to 2590′984′), then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4240′2634′), then MSA Airport according to chart. Alt Set: MM (hPa on req) QNH on rea (QFE) Trans alt: 4240'(2634') Trans level: By ATC D11.0/R-320 2282 56-30 D11.0/ at 4240' (2634') R-305 2482' at 3580 (1974')**BRATSK** \*755 G D11.0/R-288 2264 BRATSK <sup>D</sup> 113.6 BRT 2285' 076 D11.5/R-265 at 4240'(2634') BRATSK -\*374 GG D4.0 - 56-20 UNDESIGNATED 101-20 **PROHIBITED** ALT/HEIGHT CONVERSION ONH (QFE) 4240' (2634' - 800m) 3580' (1974' - 600m) 2590' (984' - 300m) 296 2295' 2300' (694' - 210m) 1770' (194' - 50m)101-30 101-40 Pass LMM not below 1770' (164') LOM 3580 LMM intercept 2300' (694') final RWY 12 1606 1.8 0.5 Gnd speed-Kts 70 90 100 120 140 160 2590' Descent Gradient 4.7% 333 428 476 571 666 762 (984') in 116° STRAIGHT-IN LANDING RWY 12 MDA(H) 1950'(344') ALS out 1900m

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RVR 1800m VIS 2000m

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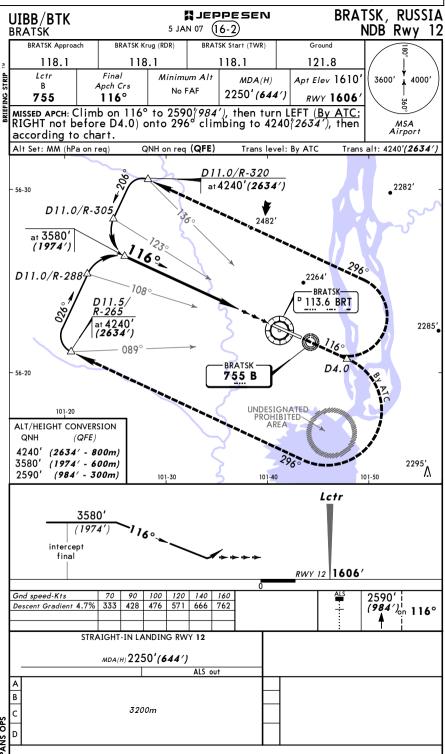
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